



THE CRUISER "RALEIGH."

## THE RALEIGH LAUNCHED.

The Christening of the Splendid Cruiser

A GALA DAY AT NORFOLK AND PORTSMOUTH.

THOUSANDS OF NORTH CAROLINA SPECTATORS WITNESS THE INSPIRING SIGHT.

The launching a marvelous success—Honor upon Honor Paid Governor Holt, North Carolina and Raleigh.

The cruiser Raleigh is launched and never was there a more successful launching, and never did a man-of-war bear its name more gracefully at its baptism or have a fairer sponsor and more proud and appreciative witnesses of a notable event in naval annals. The day was long looked for and with reason, for apart from the associations which the name brings up to North Carolinians, the Raleigh is the first steel man-of-war ever built at a navy yard in the South.

Yesterday was a high holiday in both Norfolk and Portsmouth, and as early as 7 o'clock people filled the streets. There was a liberal display of flags on the vessels of all kinds, and though the day was cloudy the effect was very bright and attractive. Everybody talked of the "Raleigh" and even the mening steamers were dressed in her honor. There were excursions from all directions. Early in the day there was a little rain.

At 10:30 o'clock Governor Holt and his staff left the Atlantic hotel, escorted by a color guard of the N. C. naval reserve battalion, bearing the National and State colors, the Fourth Virginia regiment, two batteries of artillery and two companies of cadets. Mayor Badger and the members of the Raleigh board of aldermen, and the committee from Raleigh and other cities and towns, were in the procession, which moved to the ferry and then went over to Portsmouth. All along the line of march the Governor received cheers and applause, being given three hearty cheers the instant the procession moved. The people vied with each other in their efforts to show their regard for him and his State.



MRS. A. W. HAYWOOD.

The navy yard gates were closed until 9:30 o'clock, and at that hour the crowd which had been congregating since 8 made a rush which continued until after 11. The river was filled with vessels of all classes, from great steamers down to row boats, all bent on getting positions to witness the great event.

One of the early arrivals was the Hon. B. F. Tracy, Secretary of the Navy, who was received with a salute of seven guns from the receiving ship Franklin.

Shortly after 10 o'clock Commodore Weaver, with every officer in the yard in full uniform, assembled at the main gate, while the marine battalion and naval post band were drawn up in line awaiting the arrival of Governor Holt and his party. At 10:50 o'clock the Governor and party, escorted by the Edgecombe Guards, of Tarboro, under command of Captain J. B. Lloyd; the Fourth Regiment Virginia Volunteers, Colonel A. C. Nash in command, with staff mounted, and the Norfolk Light Artillery Blues and Grimes' Battery entered the yard, in the following or-

der: Governor Holt and Commodore Weaver, Mrs. Holt and Captain of the Yard Cromwell, Mrs. A. W. Haywood and Lieutenant Niles. These were followed by the rest of the visitors from North Carolina, Lieutenant Commander Burwell, with Governor Holt's staff. As the visitors passed, the marine guard drums rolled and the band played "Hail to the Chief." They were at once escorted to the launching stand, where the special guests were introduced.

The shapely steel hull of the Raleigh sloped gently down until its stern was at the water. The lower half, to what will be the water-line, was a deep red, and the upper half was white, this being the regulation color of U. S. war vessels. Very near, and also on the ways, was the gigantic battleship Texas, of over ten thousand tons, its deck and sides covered with people. Across on the Berkeley shore were thousands of spectators. All the while the patrol boat kept at work clearing a way for the Raleigh in the river. The cruiser was "rainbowed," flags of all sizes being displayed from stem to stern. Most of the North Carolinians saw the launching from vessels lying out in the

directed the movements of the men engaged in wedging up the ship.

By 11:30 o'clock all was in readiness; the ship lay on the well-greased ways, which sloped gently down toward the water. The blocks were cut away by 84 men, and only a white oak timber held her in place. Then four boys were put at work with cross-cut saws, and as the timber parted Constructor Bowles, from under the bow, gave the signal to Mrs. Haywood, who was standing on the platform, with Secretary Tracy on her right and Ensign Hilary P. Jones on the left. As the cruiser moved Mrs. Haywood dashed the bottle of sparkling wine against the bow and said, "I christen thee Raleigh." Then, as a shower of champagne flew over her and the steel bow, the vessel moved down the ways easily and gracefully, forty thousand yells rent the air, while the screeching of whistles from all the boats in the harbor caused a din that could be heard for miles. It was 11:36 o'clock when the vessel started, and three quarters of a minute later the anchors were dropped, the lines to the shore, except a fifteen-inch rope, had all snapped, and the headway was not stopped until the Raleigh struck a raft and completely severed it.



GOVERNOR THOMAS M. HOLT.

stream. The STATE CHRONICLE had a representative on the big steamer Washington, which was loaded with people.

As the first gun of a salute of seventeen guns was fired by the receiving ship, Commodore Weaver uncovered his head and said to Governor Holt, "That is in honor of you, sir." The Governor replied pleasantly and remained uncovered until the guns ceased firing.

Among the two hundred and fifty persons on the launching stand were Hon. B. F. Tracy, Secretary of the Navy; Commodore Farquhar, U. S. N.; Lieutenant Cowles, U. S. N.; Congressmen Hoar, Andrews and Williams, of Massachusetts; and Cable, of Illinois; Gen. J. W. Cotten, Mayor Badger, all the staff of Governor Holt and the national reserve escort, in command of Maj. Cramer; Mrs. Holt, Mrs. A. W. Haywood, Mrs. William Smith, Dr. and Mrs. E. Burke Haywood, Miss Sadie Tucker, Mrs. C. B. Wright, Mrs. E. C. Laird, Miss Bessie Tucker, Mrs. Stuart Cramer, Mrs. John H. Winder, Miss Rebecca Schenck, Miss Snell, Miss Weaver, Miss Cromwell, Miss Mamie Hearst, Mrs. Julius Lewis, Capt. and Mrs. William Smith.

The christening stand was at the bow of the Raleigh and was slightly above the launching stand. Suspended from the bow of the cruiser were silken cords, to which was attached a bottle of Raleigh champagne, beautifully decorated with ribbons of the national colors, the bottle being held in position by a golden spear.

Just a few minutes before the launching a canvas tool-house near the Raleigh, on which were perched 100 people, fell in with a crash, causing great excitement. A number of people were hurt, among them two Virginia soldiers. No North Carolinians were injured.

Naval Constructor F. T. Bowles was a man sought for by strangers and home people, who were desirous of seeing the man who had conducted the building of the beautiful cruiser. But he was under the vessel, where he

Then tugs were fastened on and the new ship was towed to the wharf and the launching was over.

Mrs. Haywood was dressed in a black bengaline silk with jet trimmings, with diamond earrings and a small jet hat with jaquemot roses. In her hand she carried a bunch of japonicas sent from Wilmington for the occasion. She was also presented with a magnificent bouquet of roses by Commodore Weaver.

On the cruiser there were very few people, these being all naval officers and employees in the navy yard. At one side was suspended a large anchor, so arranged that by an axe stroke it would fall into the water. As the bow of the cruiser slid off the ways the anchor fell and the anchor cable paid out. The cruiser went just twice her length, and having severed a large raft of logs which a careless tug had pulled into the way, stopped slowly and gracefully. In fact, it appeared that the Raleigh couldn't be anything else than graceful. The balance of the cruiser in the water was perfect. Constructor Bowles is a proud man, and has reason to be for his admirable work. He gave a lunch to the hundreds of employees in the navy yard and received their hearty congratulations on his success.

Just before the vessel left the ways there was a little shower, but as she slipped into the water the clouds grew light and the sun very nearly shone out.

An interesting fact in relation to the cause of the selection of the name of the cruiser was to-day made known for the first time by Secretary Tracy himself. He told Governor Holt while on the stand that he had selected "Raleigh" as the name of this splendid vessel by reason of the fact that North Carolina had been such a staunch Whig State and that he had always had a warm regard for the State on this account. The names of the other cruisers had been given at the earnest and application of States and cities, but the honor in this case was tendered to North Carolina and to

Raleigh, in honorable recognition of her glorious record and present high position in the opinion of the government officials.

Naval officers declared that they had never seen a more successful launch and never so large a number of spectators. There was not the slightest delay or accident in making the launch. As the Raleigh rode proudly in the stream she looked far larger than when on the ways, and the red and white of her sides made a bright picture.

The Raleigh has a length of 300 feet on the load water line and an extreme breadth of 42 feet. At her mean normal draught of 18 feet of sea water her displacement is about 3,180 tons, the maximum draught then being about 19 feet. She will have two sets of engines, working twin screws. It is estimated that her engines will develop 10,000 indicated horse power at full power, with a steam pressure of 160 pounds. This will drive the ship at twenty knots. Her coal supply at normal draught will be 400 tons, the bunkers will hold 675 tons and with this supply she can steam 1,500 miles at full power, or 10,500 at 10 knots—her most economical speed.



MAYOR THOMAS BADGER.

The engine power of the Raleigh is relatively larger than that of any other vessel of the U. S. navy except the Vesuvius and torpedo boats, and occurring as it does, in conjunction with a larger battery power, necessitates a larger crew. The complement will be about 320-24 officers, 34 marines and a crew of 253.

It is estimated that her cost completed, including armament and equipment, will be \$1,480,915. The actual weight of the ship when launched was 1,180 tons. The Raleigh is the first vessel of the new navy to be built, complete, by the government, as the machinery and boilers are under construction and now nearly completed at the navy yard in New York. In a few days they will be shipped to Norfolk to be placed on board.

The armament will be one six-inch rifle, ten five-inch rapid-fire guns, eight 6-pounder rapid fire guns, four 1-pounder guns; and two Gatlings in the "tops" (which are high up on the masts.) Around some of the guns the armor is four inches thick. The ship will be lighted by electricity. It has a protective deck of steel, from two to two and a half inches thick. The rig is that of a two-masted schooner, with 7,200 square feet of sail.



SECRETARY TRACY.

Gov. Holt was escorted back to his headquarters at the Atlantic hotel by the troops, which he reviewed on Main street.

The Governor and the North Carolina visitors were made at home entirely. They had the entire everywhere. The Governor was made a member of the Virginia club and was its guest at dinner yesterday. Raleigh was splendidly represented and her representatives of both sexes enjoyed the occasion in the highest degree. There were at least forty thousand spectators at the launching, of whom more than two thousand were North Carolinians.

It was agreed and understood by the great concourse of North Carolinians that their gift to the cruiser should fully comport with the honors paid their State.

Immediately after the launching Commodore Weaver invited his guests to his residence, where an elegant lunch was served to all the Raleigh party and those in the grand strid.

WASHINGTON, March 31.—Secretary Elkins to-day promulgated the findings of the President's reprimand in the recent court-martial case of Maj. Overman of the engineer corps.

## THE WOOL DEBATE.

TARIFF TALK CONTINUES IN THE HOUSE.

An Unexpected Silver Debate Precipitated in the Senate—Indian Appropriation Bill.

WASHINGTON, March 31.—An unexpected silver debate was precipitated in the Senate to-day by Mr. Morgan, of Alabama, who introduced a series of seven long resolutions instructing the committee on finance to make a report to the Senate. Messrs. Morgan, Sherman, Teller and Hawley participated in the debate. The Indian appropriation bill was considered and the Senate at 4:30 adjourned.

The House was in committee of the whole on the Free Wool bill to-day. Mr. Brosius, of Pennsylvania, the first speaker, opposing the measure. Mr. Wheeler, of Alabama, concluded his speech begun last week, in favor of the bill. Mr. Johnson, of Ohio, made a brief but pointed speech in favor of the bill. Mr. Stockdale, of Mississippi, favored the measure and incidentally referred to the silver bill. Mr. Norton, of Missouri, followed in favor of the measure; while Mr. Groat, of Vermont, opposed it, and Mr. Herman, of Oregon, spoke in similar vein.

Thompson Resigns.

WASHINGTON, D. C., March 31.—Civil service commissioner Thompson has under consideration a proposition to engage in commercial pursuits with the New York Life Insurance Company, the president of which is a warm friend of the commissioner. While nothing has been decided by the commissioner and he expressed regret that the matter had become known, Mr. Thompson intimated that he would accept the offer of President McCall and resign from the commission. Mr. Thompson is ex-Governor of South Carolina, was assistant secretary of the treasury under Mr. Fairchild in President Cleveland's administration and is one of the most popular officials in Washington.

Receivership of the Georgia Central.

NEW YORK, March 31.—The decision of the court in Macon in the matter of the receivership of the Georgia Central was much discussed to-day, especially as to its bearing upon the plan of reorganization of the Richmond Terminal. As to the interest of the latter company in the suit, Mr. Edward Lauterbach its counsel said: "In the litigation before Judge Pardee at Macon, the Terminal company did not appear. It is made a party defendant, but deemed it advisable to await proper service of process instead of appearing in the litigation at this period."

Senatorial Contestants Reimbursed.

WASHINGTON, March 31.—The Senate committee on privileges and elections to-day examined the accounts of Mr. Claggett, the unsuccessful contestant for the Senate from Idaho, Mr. Dubois, the successful contestant from that State, and Mr. Davidson, the unsuccessful contestant from Florida for Senator Call's seat, and decided to recommend to the Senate that Mr. Claggett be allowed \$4,000; Mr. Dubois \$2,000 and Mr. Davidson \$1,250. These amounts are expected to cover the sums expended by the gentlemen named in the contests.

Seven Babies at a Birth.

NEW YORK, March 31.—Marie Juncau, a French woman living in the outskirts of Guayaquil, South America, cable advices say, has given birth to seven children in one day. The aggregate weight of the septets was a trifle over fourteen pounds, and at last accounts all were alive. This is said by eminent doctors, who have consulted statistics, to be the largest number of children ever born to a civilized woman at a single birth.

The Woolly Man of Georgia.

ATLANTA, Ga., March 31.—Peter Patrick, a negro, 65 years old, living near Rutledge, bears a remarkable resemblance to a sheep. His skin is black, but his head, face and the rest of his body are covered with long, thick, white wool. The wool on his body appeared when he was twelve years old, and was perfectly white then. He has a special fondness for sheep, and often sleeps with them.

A Negro Inherits Workingmen.

LONDON, March 31.—A meeting of unemployed workingmen was addressed last evening by a negro named Wade, who made a violent speech. Wade put on a red cap and led the men to the office of the London county council to demand employment. The police met the crowd at the entrance to the office in Spring Garden and forced them to retire. Wade and two others were arrested.

Silver Mine Closing.

DENVER, Col., March 31.—Owing to the present very low price of silver, the Aspen mine at Aspen, Colorado, has closed down and 900 men are thrown out of employment. The Telluride miners in Marshall basin, have also shut down to-day, throwing out over 700 men. Two mines at Leadville that formerly paid big dividends, closed yesterday. Silver men are discouraged at the outlook.

## ANOTHER COUNT GONE WRONG.

Count de Lesseps Charged with Swindling.

NEW YORK, March 31.—Count Ferdinand de Lesseps, the great French engineer, is charged by the courts of France with swindling and breach of trust. As the transaction upon which the accusation is based occurred in New York, the greater portion of the testimony to be used in the trial must be taken here, and the French consul general recently received letters rogatory for the examination of many of the most prominent American financiers.

News Notes From Louisville.

LOUISVILLE, N. C., March 31, 1892.—[Special.]—Your correspondent picked up to-day, on the streets a circular signed "Many Citizens" calling a convention April 16th for those who wish to endorse the St. Louis platform; but we do not think the Democracy of old Franklin county will be caught much running after strange gods. Although last year was a disastrous crop year farmers have gone to work and will plant more tobacco and corn and less cotton than heretofore. Much less commercial fertilizer will be used this year than last. The tobacco warehouses have done a good business and Louisville market is well established. We have some of the largest orders and some of the most liberal buyers in the State and the average price paid for tobacco here cannot be beaten by any market. While we claim no spasmodic boom, there is a marked improvement in Louisville. More building has been done in the last three years than in the twenty-five preceding.

What Mr. Bland Says.

WASHINGTON, March 31.—Representative Bland, of Missouri, speaking of the proposition advanced by a large number of Democrats to bring in a "cloture" to enable a vote on the silver bill to be had to-day, said that considerable misunderstanding existed throughout the country regarding the proposition. The difficulty, he said, we have with the silver bill is an apparent misunderstanding as to the nature of the rule that the Speaker had intended to report to the House. It is not a cloture rule, he said, further than it is in aid of the previous question, and this, he said, had been the cloture rule of the House for fifty years.

The Story was a "Fake."

NEW YORK, Mar. 31.—The publication of the entirely erroneous story that the Richmond Terminal scheme had positively collapsed caused an early scare on the consolidated exchange to-day, and sales of Richmond Terminal were made there before the opening as low as 9 1/2. As soon as the quotations from the New York stock exchange were received, however, the price jumped to 11. This was the only effect the story had on the market.

Mortally Wounded His Sister.

SHELBY, N. C., March 31.—[Special.]—While fooling with a pistol, that was not supposed to be loaded, a young man named Stockton, living eight miles from here, mortally wounded his younger sister, who will not live through the night. He is overwhelmed with grief.

Yellow Jack Raging in Brazil.

NEW YORK, March 31.—Advices received here to-day from Santos, Brazil, under date of March 17th, say that the yellow fever epidemic in that city is claiming from one to two hundred victims daily, and the Intendente has had to order the enlargement of the cemetery.

Cleveland's Strength.

INDIANAPOLIS, Ind., March 3.—The Indianapolis Sentinel, the most influential Democratic newspaper in Indiana, and which has warmly supported ex-Governor Cray for President, has declared for the re-nomination of Grover Cleveland.

A Dynamiter Caught.

PARIS, March 31.—The police to-day succeeded in capturing the anarchist Ravachol, who is supposed to have been guilty of having caused the explosion at No. 34, Rue Clichy, on Sunday last.

Minister to Japan.

WASHINGTON, March 31.—The President to-day sent to the Senate the nomination of Frank L. Coombs, of California, to be envoy extraordinary and minister plenipotentiary of the United States to Japan.

A Wise and Conservative Rejo.

S. B. Alexander refuses to let his name run before the State Convention for Governor. While J. S. Carr, Auditor Sanderlin and others named, would be competent men for the position, yet, in the short but wise and conservative reign of Gov. Holt, we have seen what should give him a hearty support from all true North Carolina Democrats in the next gubernatorial contest.

Three-fourth of your ailments arise from liver troubles, which Simmons Liver Regulator cures.

## DEATH-KNELL SOUNDED.

THE RICHMOND TERMINAL PLAN OF RE-ORGANIZATION.

The Report Published by a New York Journal—Is That Journal's Statement True?

NEW YORK, March 31.—A morning paper says: "The death-knell of the Richmond and West Point Terminal plan of re-organization was tolled yesterday in Wall Street. A strong combination of American and European bond holders, it is said, headed by the Price-Thomas party believed that by the terms of the plan, East Tennessee, Virginia and Georgia was to be swallowed up in what were considered unreasonable terms, and war has therefore been declared. The Price-Thomas combination will withdraw from the Richmond Terminal system and from an entirely new system. The admission of the Georgia Central into the new system has been discussed at a preliminary meeting of the Price-Thomas faction and it has been decided to dictate terms to this road. Should they be refused, the Georgia Central will be left out of the new system."

Welcome, Governor Holt.

It is needless for us to say that the Governor of North Carolina, and all North Carolinians, are ever welcome to Norfolk, to whose prosperity they have so largely contributed. There are many persons who contend, not without plausibility and some reason, that Norfolk—that this port should be a part of the Old North State. They argue that Virginia does not appreciate fully her great seaport, and that North Carolina would have concentrated her energies and her enterprise upon this point more steadily and enthusiastically than Virginia has done, had these cities been within the borders of Carolina. Without pursuing this thought further, we say again that Norfolk and Portsmouth are thoroughly identified with North Carolina and her people. They have contributed to our population, to our business, to our progress, and they are thrice welcome to the freedom of our cities whenever they honor us, as they do now, with their presence. Hurrah for the Raleigh and for North Carolina! May victory crown the one, if she ever joins battle, and may prosperity and greatness crown the other.

N. C. State Sunday School Convention.

Special Col. State CHRONICLE.

NEWBERN, N. C., March 30, '92.

The eleventh annual convention of the North Carolina State Sunday-school association convened at Newbern, N. C., on the 29th inst. at 7:30 p. m. In the absence of the president, Hon. R. P. Dick, of Greensboro, N. C., Vice-President F. S. Blair, of the third district, called the convention to order. Words of greeting were delivered by pastors of Newbern and responses made by delegates of the convention. President Blair called Mr. W. G. Burkhead to preside. Mr. Burkhead introduced Mr. William Reynolds, of Peoria, Illinois, international superintendent of organization. Mr. Reynolds made a very able and interesting address on the aims and agencies of the State Sunday-school Association. In the course of his remarks Mr. Reynolds said that an erroneous statement had been made by some one, that the purposes of this association were to form union Sunday Schools. He declared very emphatically that this association was organized simply for the purpose of giving aid and encouragement to schools already organized and lending aid and assistance in organizing other schools whenever practicable. Wednesday, March 30th, the convention met at 9:15 a. m. A Bible lesson was taught the convention by Prof. H. M. Hamill, superintendent of Illinois Sunday School normal work. Pending reports from the field by counties, the convention adjourned at 12 o'clock. The convention met again at 2 o'clock and a Sunday School institute was conducted by Prof. Hamill. After receiving reports from executive committee and the secretary the convention adjourned at 5 o'clock. The enrollment of delegates at time of adjournment numbered 177.

W. H. Dodd.

## PERSONAL.

Mr. Brodie Duke of Durham, was here yesterday morning.

Mr. Sherwood Higgs arrived in the city from Baltimore yesterday.

Mr. R. J. Powell, of Henderson, registered at the Yarboro yesterday.

Mr. Marion Butler who has been here for a day or two, went to Clinton yesterday.

Miss Ida Montgomery, who has been spending the winter with relatives in Alabama, has returned to the city yesterday.

Mr. T. K. Bruner is off on a trip for the purpose of making a full collection of North Carolina gems and precious stones.